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OPIC	Central Motor V	ehicle Repair	Shop.	Zeesen	naponancio in manacrariamente i maragiri i maragiri si maragiri kini por familia propositi del cini de mare can a associati del con a successiva del con a con con con a associati del con
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M. BORG. MICHIGANI, AND SANDY, AND SANDY OF	ern az sintre alamana irangeristeristeksen steret irandominen vervelen erde lähelalide	BANGABBAKKA ABERTA MEMAKELING - PALIKI DIGIT MPALIKA DI DELAMA	e agus dua aminimentan demonstrativo specifico da monte e especifica de	Lateracy for representations and address representation of processing and passing continues and address.	a kanananan saman dari mengenjara ngampangan mengantan mengantan penada kemendah di dibersi di dibersi di dibersi di
		•			50X1-HUM
1.	Between 19 Nove	mber and 8 Dec	ember 1951, 2	275 damaged vehicle	es, mostly truck 50X1-HU
	and some tank to		lous Soviet (inits arrived at G	de ceneral motor.
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ć	20 Willysjeeps from Cherschoeneweide,	
1	3 Studebaker workshop trucks from Oberschoenewoide,	•
	from tank units,	50X1-HUM
,]	129 ZIS motors from Cherschoeneweide,	00,1110111
	97 Ford motors from Oberschoeneweide,	
	S Studebaker rotors from Oberschoeneweide.	50X1-HUN
	34 Willysmotors from Oberschoeneweide,	
	Chevrolet motors from Oberschoeneweide	
1	22 damaged Chevrolet. 8 Willys. 2 ZIS, 4 Studebaker, and 2 Ford motors, t	urned
C	outgoing shipments.	
2	7 workshop trucks, by rail	
	workshop truck	50X1-HUI
ì	3 Willysjeeps,	
5	Willysjeeps driven by tank troops,	50X1-HU
	chassis from Oberschoeneweide,	30/(1110)
	11 trucks for undetermined units,	
	O tank trucks for undetermined units,	
		50V4 IIIII
	dieven by bain broops,	50X1-HUI
	tank trucks driven by tank troops.	
ro	otors sent to Oberschoeneweide for overhaul were 138 Ford motors, 135 ZI otors, 59 Chevrelet motors, 56 Studebaker motors, and 32 Willysmotors.	S
	ZIS motors, 2 Studebaker motors and 2 Willysmotors were picked up by tr	eclessa min
		50X1-HUI
10	5 Chevrolet motors, 8 ZIS motors, 6 Ford motors and 2 Studebaker motors, icked up by trucks	
	ZIS motors and 2 Studebaker motors, picked up by a detachment of the Ba	50X1-HUM
F.	leet.	ltic
6 p:	Chevrolet motors, & Studebaker motors, 2 Willysmotors, axles and steering icked up by truck	ngs, 50X1-HUM
Fe Ze	our busses overhauled at the MAC Oberschoeneweide and transferred back to sesen to be nicked un were marked with the numbers	50X1-HUI
		┛,.
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4. The following estimated number of motor vehicles ready to be picked up were on the parking lots of the repair shop on 1 December 1951:

57 ZIS and Studebaker tank trucks

80 workshop trucks

100 Ford trucks

75 Chevrolet trucks

40 ZIS trucks

25 Willysjeeps

Overhauled motors available were

75 ZIS

75 Studebaker

50 Ford

50 Chevrolet

50 Willys

5. Workers at the plant told source that 220 trucks were to be completely overhauled between 3 and 23 December 1951 and that this amount of work would require night shifts. About 50 new workers were hired during the time concerned, with about 25 working in the dismantling section and the others in the assembly 50X1-HUM shop. Overtime work was already being done. * and **

Comment. The motor vehicle repair shop and distribution point of the 53d Central Repair Chop of the COFG is located in Zeesen. Incoming and outgoing shipments indicate that the capacity of the plant is about three times as much as that in the summer of 1951. At present, about 400 vehicles and 500 motors were completely overhauled per month at the 53d Central Repair Shop, Berlin-Oberschoeneweide.

Comment. The damaged vehicles turned in belonged to: the GCFG and the 50X1-HUM IV Arty Corps, the air force, Third Shock Army, Eighth Gds Army, and First, Second, Third, and Fourth Cds Mecz Armies. The repaired vehicles belonged to the GOFG, Third Shock Army, Eighth Cds Army, Second, Third, and Fourth Cds Mecz Armies.

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